



# SALT LAKE HERALD-EXAMINER

ESTABLISHED JUNE 6, 1870.

SALT LAKE CITY, UTAH, MONDAY, JUNE 19, 1905

PRICE, FIVE CENTS.

LAST EDITION.

A TIP.

If you want to do business, advertise in The Herald. It gets results.

## SOLONS ARRIVE TO STUDY IRRIGATION IN UTAH

Congressional Party Is Met by State Officials and Citizens, Who Provide Entertainment.

Conceded that Strawberry Project Will Be Carried Out, But Great Reticence Is Expressed as to the Others.

At a point in the desert designated "Foy" on a white sign post, 63.9 miles from Ogden, and about forty miles from the Nevada state line, the Southern Pacific westbound train at 2:30 o'clock yesterday afternoon. On the eastbound train were members of the senate and house committees on irrigation and reclamation and their families, together with members of their families and irrigation experts. On the westbound train were prominent Utah officials with members of their families. After the meeting of the two trains there was a quick manipulation by the train crews resulting in the attachment of the special observation car borrowed from the Salt Lake route to the eastbound train. Soon after that there was a mingling of the visitors with the members of the reception committee. This developed into a love feast as the train sped over the Lucin cut-off on the homeward trip.

### Personnel of the Parties.

The visitors included Senator F. T. Dubois of Idaho, Representative F. W. Mondell of Wyoming, Representative W. A. Rieder of Kansas, Representative A. E. Cooper and wife of Pennsylvania, Representative W. L. Jones and wife of Washington, J. I. Parker and wife of Washington, D. C., Elwood Mead of Washington, D. C., C. G. Rowley of Jackson, Mich.; H. J. Brown and wife of Portland, Ore.; Arthur Hull of New York, C. J. Hutchins and wife of Washington, D. C.; F. H. Newell of Washington, D. C., and D. W. Ross of Idaho.

The reception committee was larger than the party of visitors. It included Governor John C. Cutler, wife and daughter; Senator Reed Smoot and wife; Senator George Sutherland and wife; Congressman Joseph Howell and wife; former Governor Heber M. Wells; Senator Simon Bamberger, Colonel E. F. Holmes, Major William M. Roylance and wife of Provo, Major James L. Cloye and wife of Provo, George L. Swendsen, A. E. Chandler, F. S. Richards and wife, State Engineer Caleb Tanner, D. H. Peery, Miss Peery and the Misses Hays, Miss Nelson and D. E. Burley.

It was the intention to have a number of prominent men from Ogden join the committee at Ogden. Among others, Fred J. Kiesel, Joseph Scowcroft, L. W. Shurtliff, Angus T. Wright, Senator Charles R. Hollingsworth, Thomas D. Dee, M. S. Browning and Mayor William Glasman were invited and expected. Through some misunderstanding, Mayor Glasman was in the canyon on a fishing trip so that the invitations never reached their destination, having all been mailed to the mayor. Some of the Ogden men who join the excursion today, Senator Francis G. Newell, is also expected to join the party at Ogden tonight on the way north.

### Dubois and Smoot Meet.

Curiosity had been expressed by a number as to the reception Senator Dubois would receive in Washington. The on-slaughts he has been making on the Mormons in general, and upon Senator Reed Smoot in particular. Some were nervous as to the outcome of the meeting of the two senators. There was no cause for nervousness. David and Jonathan never fell upon each other's necks to better effect than did these two senators.

"How are you, Reed?"

"Hello, Fred, old man; glad to see you."

That's the way it started. Then with locked arms they made their way through the car. Senator Smoot insisted on introducing Senator Dubois to every soul aboard, even to the colored porter. When there was no one else to introduce the "gentleman from Utah" took the "gentleman from Idaho" into a corner, and a long, earnest school girls' never had a more animated conversation than did these two statesmen. There they sat swapping yarns, when they should have been struggling in a death struggle in the fifty feet of salt water in the lake. It was an exhibition of Christian fortitude that will not soon be forgotten by those who kept watch over their shoulers.

It must be admitted in order to keep history straight that Senator Dubois' reception from some of the women present was not so cordial as that of Senator Smoot's.

It was deeply regretted that former Senator Thomas Kearns was not present to make the love feast complete.

### No Salt Over Salt Lake.

The Utah party left Salt Lake over the Short Line at 2:30 p.m. The train was made up before the meeting at Ogden. On the way to the canyon a luncheon with fried chicken as the basis was served. This luncheon was perfect except that salt was lacking. Riding over a body of salt water that would load a train long enough to reach around the globe, according to the lamented Pat Donan, there was not enough salt aboard to savor a hard-boiled egg. This was a minor consideration.

The combined party reached Ogden on the return trip a few minutes after 6 o'clock, and left for Salt Lake after a few minutes' delay. On the way down the entire congressional party were the guests of Governor Cutler at dinner.

Automobiles were waiting at the Salt Lake station when the train pulled in. No time was lost in getting started for a ride about the city. Some of the machines made a dash for Fort Douglas, while others ran out on Brigham street, and then down through Liberty park. One load was stopped by a police officer and warned to go slower or call at the station and settle up.

The automobile ride wound up at the gates of the temple ground at 9 o'clock. The servers were not yet over. President Joseph F. Smith was still addressing the quarterly conference. Until he finished at 9:30 o'clock, the visitors stood outside the tabernacle and waited. Then the doors to the balcony were thrown open for a special concert in honor of the distinguished travelers.

The concert was brief. It consisted of four numbers by J. J. McCellan on the organ and a vocal solo by Emma Lucy Gates. After this the visitors were taken to the auditorium and introduced to President Smith, President Anthon Lund, Apostle Charles W. Penrose and other prominent churchmen. Mr. McCellan also explained the workings of the organ, much to the gratification of the strangers.

At 8:30 o'clock this morning the entire party will be driven to a automobile to the Emery-Holmes for breakfast. After that, at 10 o'clock in the morning a special Rio Grande Western train will be taken for the trip through Utah county. This will include an inspection of the part of the Strawberry project that can be seen from this side of the mountains, a visit to Utah lake, a trout and chicken dinner at Provo, and a return to Great Salt Lake at 4:30 o'clock. A dip and a lunch will complete the day's work and entertainment. The Weber river irrigation project and the Bear lake and river project will be explained to the committee on the trip north. It is the present understanding that the project will be explained, and from there the journey will be continued on in the direction of Portland, Ore.

(Continued on Page 4.)



Will He Have to Get a Larger Stick?

## WENT OVER 70-FOOT EMBANKMENT PLAYING BALL, DISCOVERS GOLD

Runaway Train on Copper Belt Railroad Ditched at Bingham—Brakeman's Skull Fractured and His Injuries May Prove Fatal.

(Special to The Herald.)

BINGHAM, Utah, June 18.—Dashing down a 7 per cent grade on the Copper Belt Railroad this afternoon, a runaway train broke and two cars were pitched over an embankment while the two forward cars with the locomotive stuck to the rails, narrowly escaping disaster at the Ohio Copper mine ore bins. On one of the "iron clad" ore cars which went seventy feet down the embankment was Brakeman W. A. Boyer, and it is possible that his injuries may prove fatal. He suffered a serious fracture of the skull. None of the other members of the crew was seriously hurt.

The runaway began at the water tank near the Utah Copper mine and for over a mile pounded down the grade despite the fact that the engine was reversed. When within 1,500 feet of the Ohio Copper mine the two end cars, each loaded with Boston Coal, jumped the track and rolled seventy feet over the bank. The engine and front cars brought up at the Ohio, striking four empty cars at that point. The collision brought the engine to a standstill and she immediately reversed at a rate of thirty miles an hour, throwing Eugene D. McCabe from his cab into an ore bin. The locomotive with the two cars still attached was caught by General Foreman E. Malone of the best line, who managed to crawl through the cab window after boarding the engine.

Conductor Ivan Wolfe jumped before the ditching occurred and was not injured. Fireman D. A. Linge escaped injury by jumping as the rear cars left the track.

Had the wreck occurred at any other place the result would have been disastrous to half a dozen or more miners' houses. At every other curve homes line the hill, but at the point where the two cars jumped a creek separates the embankment and the residence district. The cause of the runaway is not clear.

### Horrible Massacre of the Natives

One Hundred and Fifty Unfortunates Butchered by Pirates on Siberian Coast—Some Japanese Were in the Party.

SAN FRANCISCO, June 18.—News of a terrible massacre of 150 natives on the Siberian coast has been received here in a letter from Petropaulovsk on the coast of Kamchatka. A. Morogranov has written to his brother, a resident of this city, that in the early part of the year the natives in one of the small settlements down the coast, which he does not name, observed a yacht or schooner drop anchor in the harbor, and her coming was hailed with cries of rejoicing. Off from the vessel came a number of small boats. The natives could see the crew piling what they thought were supplies into the smaller craft. Then the men pulled for the shore. During that or the next day there was heard the firing of arms and later on smoke and fire

rounded by great masses of flowers and guarded by rural guards. Several of the general's friends also are acting as a guard of honor. There was a procession of visitors to the palace today, but the face of the general was not exposed after it was finally looked upon by the members of the family. Band concerts and performances in the theatres as well as all social gaieties were wholly suspended today.

Congress at a special session today decided that the period of mourning shall continue for three days, during which time public business will be suspended. Both houses appropriated \$15,000 for the funeral, which will take place next Tuesday.

### Case of the St. Kilda.

Great Britain Has Asked Russia for Reparation.

St. Petersburg, June 18.—Sir Charles Hardinge, the British ambassador, has brought the case of the British steamer St. Kilda which was sunk by the Russian auxiliary cruiser Dnieper June 5, in the China sea, before Foreign Minister Lamsdorff, asking that reparation be made and that steps be taken to prevent the recurrence of such actions by Russian warships. Count Lamsdorff replied that Russia's previous assurances still held good and that this probably was an isolated case due to the present disorganization of the Russian naval forces in far eastern waters. The ministry of marine, Count Lamsdorff said, had no information as to the whereabouts of the Dnieper, but he promised the ambassador that the matter should be investigated.

The ministry of marine affirms that the British steamer Oldham has not been sunk.

(Special to The Herald.)

RYOLITE, (Bullfrog District), Nev., June 18.—At the baseball game yesterday between the teams of Rhyolite and Beatty, William Griffith of Salt Lake City, Utah, playing first base for the Rhyolite team, reached down to stop a fast grounder, with visions of an easy put-out for his team, when the ball struck a small stone and bounded away. While waiting for the ball to be returned by one of the spectators, he picked up the stone, which he found to be full of free gold. The game was played on the property of the Shoshone National Bank Mining company, which is on the flat between Lead and Montgomery mountains. Griffith put the stone in his pocket, and late at night, with the aid of a lantern, prospected the region where he made his find. With a prospector's hammer he knocked off about ten pounds of rock, and by the aid of his assayer's outfit learned that it ran \$27 per ton. Griffith conveyed the knowledge of his find to one of two insiders in Rhyolite, who immediately negotiated for the purchase of an interest in the company and secured it at what is considered a "white chip" in Rhyolite.

The company's superintendent at once ordered a shaft sunk on the spot. In addition to the ore already being sunk at another location on the property. Less than 300 feet away, at a depth of thirty-three feet, this shaft has already disclosed a formation that makes it a certainty that the shaft is on a ledge that is a continuation of the Bullfrog National Bank Mining company's famous ledge. It is reported that Griffith has been offered \$25,000 profit for the interest he secured within the last twelve hours.

### Sermon by the Kaiser.

His Text Was, "The Lord of Hosts Is With Us."

Hamburg, June 18.—Emperor William sailed for Heligoland this afternoon on board the Imperial yacht Hohenzollern to await the yachts engaged in the race from Dover to Heligoland for the emperor's cup. At 10 o'clock this morning the emperor conducted religious services on board the Hohenzollern, preaching from Psalm, chapter 46, verse 8: "The Lord of Hosts is with us." Several of the officers and members of the crews of the cruiser Berlin and the torpedo boat destroyer Slesinger were present.

### Cuba Mourns for General Gomez

Flags of all Nations, Including the Spanish, at Half Mast in Havana—Body Lies in State in the Principal Salon of the Palace.

HAVANA, June 18.—In mourning for General Maximo Gomez, the flags of every nation represented in Havana are at half mast over the legations and consulates and from Cabaniss fortress a gun booms every half hour. In every street there are long rows of Cuban flags draped in mourning and even the poorest tenements have crepe tied to the windows. The Spanish club joined in the mourning by hoisting the Castilian flag at half mast.

The body of General Gomez was taken to the palace where it now lies in state in the principal salon surrounded by great masses of flowers and guarded by rural guards. Several of the general's friends also are acting as a guard of honor. There was a procession of visitors to the palace today, but the face of the general was not exposed after it was finally looked upon by the members of the family. Band concerts and performances in the theatres as well as all social gaieties were wholly suspended today.

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## RECORD TIME ON LAKE SHORE ROAD DIED—PACIFIC NATIONAL LEAGUE

Eighteen-Hour Service Between Chicago and New York.

In Salt Lake City, June 18, 1905, of Inanition.

MAY MAKE IT IN 14 HOURS

ITS DEMISE WAS FORESEEN

SEVERAL MILES COVERED IN 38 SECONDS EACH.

DEATH IS MOURNED BY THOUSANDS OF BALL FANS.

CHICAGO, June 18.—The Lake Shore & Michigan Southern and the New York Central railroads today inaugurated an eighteen-hour service between Chicago and New York.

The Twentieth Century limited which left the La Salle street station at 2:30 o'clock this afternoon over the Lake Shore road, will be compelled to maintain an average speed of 54.9 miles an hour between Chicago and New York in order to make the distance in the scheduled time.

The equipment of the Twentieth Century limited includes buffet, library, smoking and baggage cars, a diner, two twelve-sectioned and drawing room Pullman cars and one seven-room compartment observation car.

Among the prominent railroad men who took passage on the new Lake Shore flyer was James J. Hill, president of the Great Northern railroad.

### Speed of the Wind.

Toledo, O., June 18.—If the present schedule is maintained the Lake Shore's new Twentieth Century eighteen-hour limited train will arrive in New York at 4:30 tomorrow morning, four hours ahead of time, making in reality a fourteen-hour schedule. The new flyer proved a success from the jump, breaking the record from the La Salle street station, Chicago, to St. Louis, in thirty-eight minutes, and from Chicago to Cleveland in thirty-eight minutes, four minutes better than any previous record.

Elkhart, the first stop, 161 miles from Chicago, was made in ninety-eight minutes, fifteen minutes ahead of time. Several miles between Chicago and Elkhart were covered in thirty-eight seconds. The change in locomotives and attaching the dining car at Elkhart consumed half a minute. To adhere to the printed schedule, the train was forced to be in Elkhart fifteen minutes. Aided by Cleveland no passengers are taken, and if President Newman gives the word the train may be run to New York easily in fourteen hours and fifteen minutes, breaking all known records.

### REMARKABLE RUN.

Twentieth Century Twenty-One Minutes Ahead at Cleveland.

Cleveland, O., June 18.—What was the most remarkable railroad run on record was finished here tonight when the new east bound Twentieth Century train of the Lake Shore & New York Central road arrived at the station in this city, twenty-one minutes ahead of schedule. The train from Chicago to Cleveland the new flyer arrived at the three terminals fifty-one minutes ahead of schedule time, fifteen minutes ahead of schedule at Toledo, and twenty-one minutes ahead at Cleveland.

C. E. Daly, passenger traffic manager of the road, who was in charge of the train, said the run demonstrated the ability to cover the distance between New York and Chicago in fourteen hours flat.

### No Stop at Erie.

Erie, Pa., June 18.—The Lake Shore railroad Twentieth Century limited east bound, passed here eight minutes ahead of schedule time. No stop was made.

### QUARTER OF A MILLION PERSONS AT THE FAIR

Portland, Ore., June 18.—A total of 242,382 persons have passed through the gates of the Lewis and Clark fair since the opening day, according to the official statement of the admissions department. The exposition, these figures are up to and including June 18. During the past seven days the total number of admissions are 32,622. Wednesday, 10,543; Thursday, 11,776; Friday, 12,788; Saturday, 13,747; Sunday, 15,844; Saturday, 15,889.

### LAW WILL BE ENFORCED.

Governor Folk Sends Letter to Sheriff of St. Louis County.

Jefferson City, Mo., June 18.—Governor Folk today sent a letter to Sheriff Herpel of St. Louis county directing him to arrest the race track people who are operating there in violation of the law. The governor's order is to enable you to uphold the authority of the state, the executive will furnish you such help as will effectively sustain the reign of law.

### SWEDEN'S CASE PREPARED.

Stockholm, June 18.—The government motion picture presentation to the riksdag when it assembles June 30, will be ready for final adoption by the council of state tomorrow. It is a voluminous, carefully prepared history of the Union and the Swedish rights under it.

### DEATH ROLL ON WESTERN MARYLAND

RAILROAD NOW FOOTS UP TWENTY-THREE

Baltimore, June 18.—The death roll of last night's disaster on the Western Maryland railroad now foots up twenty-three and this number is likely to be increased from among the list of the mangled.

All the dead were employees of the railroad returning to their homes along the railroad to spend Sunday. With the exception of the train crews, they had been at work repairing damage done to the roadbed ten days ago by a minor freight wreck at Mount Hope station.

The passenger train, which was No. 5, westbound, was crowded. All the coaches being filled, and many of the workmen were forced to go into the baggage car, the others of the gang of thirty-five finding places on the platforms between the mail and baggage cars and between the latter and the tender.

The scene of the wreck was at a sharp curve just west of the bridge crossing the Patapsco river, where the extra freight, made up of heavy coal and provision cars, was running east. It had a head-on collision with No. 5 to pass, but failed to do so. Whether the orders were disregarded will never be known for those who should have seen that they were obeyed are dead.

The passenger train was running at

THE Pacific National league is a thing of the past. It died about midnight, when the Ogden team, through Manager Gimlin, announced that the players would go no farther unless shown where their salaries were coming from. The Ogden club was paid in full up until last night, and the club does not owe a cent as it makes its demise from the league.

A meeting of League Directors F. H. Plaisted of Boise, H. O. Shepard of Salt Lake, Frank Gimlin of Ogden and President W. D. Rishel was held, and after a discussion of the financial troubles of Ogden, it was decided that the time had arrived when it was better to end the affairs of the league.

It should be explained here that the league has been backing the Ogden club for some time and has paid over money to help defray the running expenses of the team. However, yesterday the players held a meeting, at which Manager Gimlin was present, and notified him that he would go no farther unless the funds necessary to pay their salaries in advance were placed in a bank. Manager Gimlin notified the league president of their action and a meeting was called once to consider what should be done. At this meeting President Plaisted of the Boise team stated that Boise had put up all the money it was going to, to help Ogden out, and Director Shepard said Salt Lake would not put up any money until Ogden needed it, which he claimed was not until the money was owing the players. The league president said he did not have the funds on hand at the present time, and would not, unless the clubs in the league paid up the money due from fines and assessments.

"All Off," Says Gim.

At the conclusion Gimlin said, "It is all off."

Plaisted said, "Let her go."

Shepard said, "After today's game I am not sorry."

President Rishel said: "I can see no other course than to declare the league disbanded."

And thus ends the career of the Pacific National league.

The league from the start was weak on account of the Ogden team. Manager Gimlin was promised funds to keep the league going, but the money promised was never forthcoming.

To start things going, the Salt Lake club advanced money and later on turned over the club. The ball players in each town in the league had its hands full to take care of its own deficits, and Ogden was left to hustle as best it could. Gimlin ran a long time with funds on hand and then quit. His condition was known by every other club in the league, and while many resolutions were passed, the money required came slowly. The ball players heard of these things and were more than anxious to quit, although, be it known, the Ogden club has paid every obligation up to date.

Rishel Saw End.

President Rishel saw the condition of affairs some time ago and decided to resign, but again failed. Gimlin also attempted to resign, but in this he also failed.

Just what will be done for baseball in the future in this part of the country is unknown, but in all probability the Ogden and Salt Lake teams will stick together and fight it out among themselves. President Plaisted said Boise would probably hold its team together until after July 4, and, if Salt Lake held together, would try to come down here to play for a week.

### WILL BRING HOME BODY OF AMERICA'S NAVAL HERO

New York, June 18.—Rear Admiral Sigsbee's squadron, which was detailed from the North Atlantic fleet to bring the body of John Paul Jones, the first admiral of the American navy, to this country, started today for France today. The squadron, consisting of the flagship Brooklyn and the cruisers Chattanooga, Tacoma and Galveston, arrived at the anchorage at Tompkinsville, New York, and remained there pending the arrangements by the French authorities of the ceremonies incident to the embarkation of the body of the admiral at the port of Cherbourg. The squadron will proceed from Cherbourg for Annapolis, where the final interment will take place.

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### FIVE HUNDRED KILLED.

Ekaterinoslav, Southern Russia.

June 18.—Five hundred persons were killed in the explosion which occurred at the Ivan colliery at Ekaterinoslav, belonging to the Russian Donetz company.